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1. Each railroad brigade in January 1948 had at its disposal an average of thirty engines. Every train had two engine crews of two engineers and two firemen each and two train crews of five men each, plus a Russian guard of twenty men. The Russian guards were assigned to control transports and to protect them against looting, particularly in Poland. In December 1947, about twenty men were reported to have been lost in fights with Polish looters.
2. Each train was equipped with two cars for German crews. In Cottbus, now the railroad brigade camp (transferred from Furstenwalde in January 1948), crews are not permitted to leave their cars. Married crewmen receive six days of leave every four months.
3. Trains travel between Cottbus and Smolensk, where the German rail gauge ends. Engines remain in service until they need repairs and are then exchanged for others. When there is a shortage of exchange engines, replacements are taken from German stocks.

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